

1-7. (CANCELED)

8. (NEW) A split performance power train comprising:

a friction wheel variable speed transmission; and

a planetary gear set designed as a summation set of gears,

wherein a first planetary gear set (2) and a third planetary gear set (4) are planned, whereby the friction wheel variable speed transmission (1), the first planetary gear set (2), a second planetary gear set (3) and the third planetary gear set (4) are coaxial and arranged consecutively in the direction of the power flow.

9. (NEW) The split performance power train according to claim 8, wherein the transmitted power in the friction wheel variable speed transmission (1) over the first planetary gear set (2) is transmitted coaxially through the friction wheel variable speed (1) to the second planetary gear set (3).

10. (NEW) The split performance power train according to claim 8, wherein the third planetary gear set (4) is arranged at a side of the output.

11. (NEW) The split performance power train according to claim 8, wherein the first planetary gear set (2) is arranged between paired disks of the friction wheel variable speed transmission (1).

12. (NEW) The split performance power train according to claim 8, wherein a first and second clutch (K<sub>v</sub> and K<sub>r</sub>), whereby the first clutch (K<sub>v</sub>) forms a first detachable link in a motor shaft (6) with a ring gear (11') of the second planetary gear set (3) and the second clutch (K<sub>r</sub>) forms a second detachable link with the ring gear (11') of the second planetary gear set (3) and with a sun wheel (10'') of the third planetary gear set.

13. (NEW) The split performance power train according to claim 8, wherein external toroid disks (7 and 8) of the friction wheel variable speed transmission (1) act upon an engine speed, whereby a first of the external toroid disks (7) is linked directly and a second toroid disk (8) is linked across a fixed link (9) of the first planetary gear set (2) with a motor shaft (5) and whereby the motor shaft (5) is linked across a fixed link (9) of the first planetary gear set (2) with the fixed link (9') of the second planetary gear set (3).

14. (NEW) The split performance power train according to claim 8, wherein required power of the friction wheel variable speed transmission (1) is conducted to a sun wheel (10) of the first planetary gear set (2) where the power is transmitted across

a ring gear (11) of the first planetary gear set (2) through a second paired disk set of the friction wheel variable speed transmission (1), viewed in a direction of a flow of power, to a sun wheel (10') of the second planetary gear set (3) and that in a second planetary gear set, a share of the friction wheel variable speed transmission (1) and a direct share of engine speed accumulates across a ring gear (11') by the activation of one of two clutches (K<sub>v</sub>, K<sub>r</sub>) on a motor shaft (6).